

DaimlerChrysler AG

Patent claims

- 5 1. An air supply device for a vehicle seat (12) of an open-top motor vehicle having at least one air outflow opening (18) which is provided in the upper region of the vehicle seat (12) and via which an airstream (L) can be applied to the head area, shoulder area and nape area of the sitting vehicle occupant in order to reduce undesired draught
10 phenomenon, and wherein the airstream (L) can be regulated by means of a control device (24), characterized in that, when the air supply device is switched on, the airstream (L) is adjusted by means of the control device (24) as a function of an automatically sensed external parameter value or of a predefined value, selectable by the sitting
15 vehicle occupant, to an assigned basic value (G1-G3), starting from which the further adjustment of the airstream (L) is carried out as a function of an automatically sensed further parameter value.
2. The air supply device as claimed in claim 1, characterized in that
20 the basic value (G1-G3) of the airstream (L) is adjusted as a function of the external temperature.
3. The air supply device as claimed in claim 1, characterized in that the basic value of the airstream (L) can be adjusted in one of a plurality
25 of power levels (G1-G3).
4. The air supply device as claimed in claim 1, characterized in that the basic value (G1-G3) of the airstream (L) is determined by an assigned fan speed (n) of a blower (38) and an assigned heating power
30 (h) of a heating element (39).
5. The air supply device as claimed in claim 1, characterized in that the further adjustment of the airstream (L) is carried out starting from the basic value (G1-G3) as a function of the velocity (V) of the motor
35 vehicle.

6. The air supply device as claimed in claim 5, characterized in that during the further adjustment of the airstream (L) the fan speed (n) of a blower (38) can be adjusted as a function of the velocity of the motor vehicle.

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7. The air supply device as claimed in claim 1, characterized in that the external parameter value for adjusting the basic value (G1-G3) is newly determined at regular intervals during the driving operation.

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